

From: [Victor Gray](#)
To: [NW South Viaduct EA](#);
CC: bckeller@worldnet.att.net; ArthurMSkolnik@comcast.net;
Subject:
Date: Saturday, August 09, 2008 1:13:10 PM
Attachments:

Angela Freudenstein 8/9/08
WSDOT
999 Third Avenue, Suite 2424
Seattle, WA 98104-4019

Re: EIS; South Viaduct Replacement Project

The Viaduct Preservation Group wishes to comment on the draft EIS as follows.

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| I-011-001 | 1. The document should be rejected as incomplete as it does not consider the proposed retrofit of the viaduct. |
| I-011-002 | 2. The document states that the existing viaduct is unsafe and vulnerable due to deep soft soils. Yet the DOT proposes to strengthen the soils for the new structure by soils improvement such as soil mixing or jet grouting. This is the same improvement that we propose for the entire viaduct. The retrofit will provide a safe structure at a minimum cost compared to the 544 million proposed project. |
| I-011-003 | 3. The EIS does not deal with the 110,000 cars that use the viaduct and how they would be handled during the 4 years of construction of the build alternate. References to impacted intersections for 2030 traffic is inadequate |
| | 4. The cost to the public of traffic disruption during the 4 years of construction is not considered or mentioned at all. Yet it is a real cost estimated over 2 billion each year that the viaduct is out of service. A |

I-011-001

WSDOT has found that the retrofit alternative is not a fiscally responsible alternative and would not bring the structure up to current safety standards. A recent independent consultant evaluation¹, ² also found that the retrofit is not technically or fiscally prudent. The executive summary from the Independent Consultant Retrofit Report can be found on the WSDOT website under the Stakeholder Advisory Committee - July 24, 2008 section: <http://www.wsdot.wa.gov/Projects/Viaduct/library-meetingmaterials.htm>.

According to WSDOT estimates, the retrofit scheme proposed by the Viaduct Preservation Group would cost approximately 80 percent of the cost of replacing the viaduct. A retrofitted structure would still have inadequate lane widths, no emergency shoulders, and substandard acceleration and deceleration lanes, along with a level of seismic safety risk that is well beyond current standards. Construction of any of the retrofit schemes proposed to date would result in significant and long-term disruptions to traffic both on and around the viaduct.

¹ KPFF Consulting Engineers. 2008a. Executive Summary - Evaluation of Seismic Retrofit Options for the Alaskan Way Viaduct presented to the Stakeholders Advisory Committee Briefing on July 17, 2008, by Andrew W. Taylor, Ph.D., SE, FACI.

² KPFF Consulting Engineers. 2008b. Evaluation of Seismic Retrofit Options for the Alaskan Way Viaduct Final Report. September 25, 2008.

I-011-002

Refer to Chapter 6 "Transportation Conditions During Construction" in Appendix F, Transportation Discipline Report, for more detailed information on construction traffic conditions. Appendix F, Section 5.1.2 Traffic Operations, also provides more detail on intersection level of service and average vehicle delay for 2030 conditions.

- I-011-003** | substantial amount of that would be assigned to the proposed build alternate.
- I-011-004** | 5. What ever happened to the old fashioned cost benefit ratio that was used to evaluate the effects of a project. Will the City and State be better off with a new build at a cost of 544 million as compared to a retrofit?. After all the existing south section of the viaduct was not damaged during the 2001 quake and has served the traffic needs for the last 7 years.

The Viaduct Preservation Group
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I-011-003

The Alaskan Way Viaduct will not be "out of service." As described in the EA, detours will be provided throughout construction for both directions of traffic, with some brief night and weekend closures. Travel speeds will be reduced, but two lanes will be kept open and the essential transportation function will be retained.

I-011-004

As described on pages 26 and 27 of the EA, a retrofit or rebuild would not provide a long-term, cost-effective alternative. The south portion of the viaduct structure is seismically deficient, at the end of its design life, and does not meet current design standards.